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25X1

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On 13 June 1952, [] a total of 200 locomotives were stationed at the Frankfurt/Oder marshaling yard. Twenty-eight locomotives were in the engine house for washing and repair, and 15 locomotives were parked at the freight station. (1)

On 27 June, [] there was no change in the status of the locomotive columns stationed at Ducherow and Ruednitz. (2)

On 26 June, [] 25 new six-axle RRVII-type cars at the Hberswalde railroad station. []

On 28 June, [] there was no change in the status of reserve locomotives parked at the Luebbenau railroad station. (4)

On 20 June, [] 13 column locomotives in Beeskow, 20 in Blunenhagen, 20 in Ducherow, and 16 in Strassburg. (5)

During a conference held at the Directorate General, Railroads, Berlin, on 19 June 1952, Richard Staimer, Deputy Director General, Railroads, stressed the necessity for drastic economy measures. The budgets submitted by the Berlin, Magdeburg, Schwerin, and Greifswald regional railroad headquarters were to be cut by 21.8, 7.9, 5.3, and 2.5 million eastmarks respectively. After this conference in Berlin, special meetings were held at the Greifswald regional railroad headquarters to discuss the financial situation. It was agreed that the imposed cut of the budget necessitated the discharge of railroad personnel and the discontinuation of night operations on minor lines. For the time being, night operations were to be discontinued on the Neubrandenburg-Pasewalk, Angermuende-Tantow, and Angermuende-Bad Freienwalde railroad lines.

In late June, [] the discontinuation of interurban railroad operations in the Eastern Sectors of Berlin was

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discussed during a conference held at the Directorate General Railroads, Berlin, on 17 June. At this conference, the following officials were present: State Secretary Ernst Wollweber, President of the Berlin Regional Railroad Headquarters, [redacted], the manager of Department I, Hermann, (fnu), and the head of the interurban railroad, Wittman (fnu). Details were not available.

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Comments.

- (1) an estimated 120 to 150 of these locomotives belong to operational Locomotive Columns Nos 2, 4, 5, and 3 stationed at the Frankfurt marshaling yard for use in Soviet transit operations through Germany.
- (2) These reserve locomotives are the equipment of deactivated Locomotive Columns Nos 13 and 3.
- (3) It is believed that this information refers to the new type of heavy-duty flatcar, which was observed also at other railroads. This type of car has also recently been assigned to Soviet tank shuttle trains. The car has a usable length of slightly more than 15 meters and a load capacity of 50 tons and therefore can be loaded with two tanks. Loading experiments were run on this type flatcar at Neuruppin and were reported previously.
- (4) These locomotives, which are believed to form a reserve of the Directorate General, Railroads, Berlin, have been observed at Luckenau since last April.
- (5) These reserve locomotives were the equipment of deactivated Locomotive Columns Nos 6 (Strasbourg), 7 (Breslau) and 12 (Flensburg).
- (6) Information on a government order given to State Secretary Ernst Wollweber in connection with the intended discontinuation of interurban railroad operations in Berlin and with the concentration of busses was transmitted previously. Information on the Wording Berlin project which is scheduled to be completed in early August 1952, It is believed that the discontinuation of interurban railroad operations in Berlin will be one of the measures which will be implemented as a last resort by the Soviet Zone authorities against West Berlin.

25X1

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